



New Auxiliary Lane Eases Congestion for Los Angeles Motorists



Governor Gray Davis joined state, federal and local officials, including Business, Transportation and Housing Secretary Maria Contreras-Sweet and Rep. Brad Sherman, D-Woodland Hills, in opening the new auxiliary lane on Interstate 405 along the west side of Los Angeles.

The arrival of a new year also has brought a measure of congestion relief for motorists on the west side of Los Angeles.

In mid-January, Governor Gray Davis and Secretary Maria Contreras-Sweet joined local officials in opening a new auxiliary lane on the San Diego Freeway (I-405) at the Ventura Freeway (101) interchange.

"This corridor is vital for commuters and to the economic prosperity of the L.A. Area," Gov. Davis said. "This project underscores my commitment to keep California moving."

The new lane extends for two miles northbound on I-405, from just north of Mulholland Drive to Sepulveda Boulevard. The \$10.9 million project began in the fall of 2000. It will relieve congestion and improve traffic flow by providing additional capacity on the I-405 at the I-405/U.S.101 interchange, which carries more than 530,000 vehicles a day.

Work on the I-405 corridor is a priority for Caltrans District 7. Additional projects along the corridor include:

- Widening the connector from northbound I-405 to eastbound U.S. 101. This project involves adding a lane to the connector road from northbound I-405 to southbound U.S. 101, doubling its capacity. Construction began last summer and is expected to be completed in spring 2004.
- Constructing a High Occupancy Vehicle (HOV) lane on northbound I-405 between Ventura Boulevard and Burbank Boulevard. The project is scheduled to begin in winter 2004/5 and will take approximately two years to complete.
- Reconstructing the connector ramps from southbound I-405 to both directions of U.S. 101. This project is in the planning phase and could begin construction in 2009.
- Constructing the Gap Closure/Flyunder. This project, which will

begin in winter 2003/4, consists of 1) building a separate on-ramp for vehicles heading northbound on I-405 that will cross under the existing U.S. 101 connector lanes; 2) closing the loop on-ramp to I-405 north, accessed on the south side of Ventura Boulevard. Completion of this project is expected by the summer of 2007.

- Extending the southbound HOV lane from Waterford Street to I-10. Groundbreaking is scheduled for 2004 with completion by 2006. Extension of the lane to Highway 90 is in the planning stages and could break ground in 2006.

- Constructing a northbound HOV lane between I-10 and Greenleaf Street, just south of U.S. 101. This project, also known as the Sepulveda Pass Project, is in the environmental planning process with several alternatives under review. This improvement is tentatively scheduled to begin in summer 2006.

Director's Corner



Director Jeff Morales

Caltrans is facing a number of challenges. We know, of course, that we have fiscal hurdles to clear. However, one thing is clear: Our mission is still to improve mobility across the state.

With that said, we have an excellent opportunity to build on the progress we have made over the last four years and to intensify our commitment to building a truly multimodal transportation system.

I'd like to touch on several of the initiatives that we will focus on in the near future:

Smart Growth — Many of you have already heard about "smart growth," or as some have called it, "intelligent community expansion." It will be an important theme in our future.

It is not a term that can be defined easily. But at its heart is the matter of "transportation choice." It envisions a world in which travelers have alternatives to the automobile— such as efficient, "intelligent" buses, light rail, and changes in neighborhoods that encourage walking or bicycling.

The fascinating little secret about California transportation is that passenger rail and mass transit are already working, and working well. However, our job is too make them work even better and to encourage the two transportation modes

Decisions Help Shape State's Quality of Life

to play an increasingly large part in the system of tomorrow.

If we provide a compact transportation grid, and a highly effective transit and rail system, we can help to encourage rational urban growth. We will have a place at the table in planning compact and efficient urban areas — rather than the gridlock of urban sprawl.

Context Sensitive Planning — This is an exciting new concept. In essence, it takes into account the wishes of communities where our transportation facilities will be placed.

For example, our highways in rural areas often amount to the "main street" or a community. Therefore, we need to be aware that local communities have a stake in speed limits, parking and the aesthetics on that highway/main street.

As I travel around the state, I am often asked, "Caltrans talks a lot about 'context sensitive planning.' We like the idea. Can you do more in our community?"

Caltrans is listening. And you can bet that all of us will hear a lot more about "context sensitive planning" over the next few years.

Good Planning — We will be following the provisions of the recently adopted AB 857. In essence, the law calls on Caltrans (along with all state agencies) to focus infrastructure investments on urban "infill," to protect environmental and agricultural resources and to encourage efficient land use and development patterns.

Caltrans needs to play a greater role in urban planning. Because transportation both affects — and is affected by — development, we need to give local land use and transportation decision-makers better

information about the consequences of their decisions.

For example, if we are providing transit funds for a variety of municipalities in a region such as the Bay Area or Los Angeles, we need to ensure that local planning and transit officials will make better regional transportation solutions.

Research — In a similar vein, we need to make sure that the millions of dollars worth of research efforts we support will lead to improved state and regional transportation systems. We need to drive the research by saying, "Here is what we need; now you, the researchers, tell us how we can do it."

Are we paying for the right projects? Is it a proper investment? Will the research lead to the right kind of projects that will advance an effective, multimodal transportation network throughout California?

As you can see, we continue to be the builders of California's transportation network. However, we will increasingly be focusing on our role as operator of that system.

We know that California is growing, with up to 600,000 more people each year. And we know that we must meet the challenge to keep transportation abreast of that growth.

Yet our job in the future increasingly needs to focus on preserving and even improving California's unique way of life through the kinds of transportation systems we build. We need to understand clearly that the transportation facilities we build today have an effect not only on our lifestyles but those of our children and grandchildren.



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Gridiron Gala Scores Major Victory For Caltrans Traffic Managers

This year's Super Bowl produced many headlines. The Tampa Bay Buccaneers won the Super Bowl. Bucs Coach John Gruden bested his old team. The high-powered Oakland Raiders offense was stymied by a stingy Tampa defense.

One headline wasn't written, however, and that represented a super victory for Caltrans as hundreds of thousands of revelers converged on San Diego for the week leading up to and including the big game.

Thanks to the effort of Caltrans traffic operations and maintenance personnel in conjunction with the local entities and the National Football League, the gridiron gala did not create gridlock on San Diego -area freeways.

"San Diego is used to hosting major

events but there is always a little anxiety associated with mega extravaganza's like the Super Bowl," said District 11 Director Pedro Orso-Delgado. "The District and Headquarters staff that worked on this effort did an outstanding job."

During the week of the game, traffic flowed normally even though a number of venues around San Diego were hosting events tied to the NFL's Super Bowl activities. Even on game day, the traffic around Qualcomm Stadium for the Super Bowl resembled a normal home game for the San Diego Chargers.

"The intense media scrutiny and the obvious increased security surrounding mega events like this since September 11, makes the Super Bowl a little different than

other events that are hosted in San Diego," said Jake Martinez, District 11 Senior Permit Writer.

The NFL approached Caltrans District 11 on November 14 about securing an encroachment permit for traffic management activities associated with the Super Bowl and the many festivities connected to it.

District traffic staff worked with the local entities and the NFL to develop a traffic management plan. Under the permit, the District 11 Traffic Management Center used both fixed and portable changeable message signs to provide real time information for motorists to the game and the NFL

Super Bowl

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Carquinez Bridge Deck Segments Complete Pacific Voyage



Giant deck segments for the new Carquinez Bridge arrive in San Francisco Bay. Construction crews have started erecting the deck which will continue through March.

The first deck segments for the new Carquinez Bridge have arrived in California, completing a voyage of more than three weeks from the Far East.

The eight segments, which range in length from 24.8 meters to 49.6 meters and weighing a total of 4,394 metric tons, were transported by freighter from the IHI Ltd.'s Aichi Works fabrication site near Nagoya, Japan, to the Carquinez Bridge, 30 miles east of San Francisco.

Two more ships will carry the remaining bridge segments from Japan. In all, 24 deck segments will be shipped to the site. All the segments end to end will stretch 1,055 meters.

The segments will be hoisted from the ships into place and connected to the suspension ropes and main cable.

Installation of the deck segments began the last week of January and is scheduled to be completed by the end of March. After the segments are put in place and welded/bolted together, a thin riding surface will be added, barrier rail and striping completed and the bridge opened to traffic late in the year.

The new 1.8-mile-long structure is the first orthotropic steel box girder suspension bridge ever built in the United States.

The \$217 million contract is a joint venture of FCI Constructors and Cleveland Bridge of California.

Caltrans Shutterbugs Capture National Honors in Photography Contest



The different faces of transportation are continually chronicled by Caltrans photographers. Bill Hall's photograph of cable spinning on the new Carquinez Bridge was among the winners in the AASHTO faces of Transportation Photography contest.

A pair of Caltrans photographers, who each day help chronicle the story of transportation in the Golden State, have earned national honors for their work.

Bill Hall and Jon Hirtz each earned \$250 awards in the American Association of State Highway and Transportation Officials (AASHTO) Faces of Transportation Photography Contest.

The contest, which stresses the human element in transportation and adds a face to the many dedicated men and women who make it work, drew entries from around the nation.

Hall's picture was of a worker spinning cable on the new Carquinez Bridge, east of San Francisco. Hall has been photographing the progress of the bridge's construction for more than three years.

"Every assignment we receive has a story to tell," said Hall, who has been in the District 4 photography office for more than four years.

A native of Long Island, New York, Hall was a successful trucking company owner until 1982 when he switched gears to become a professional photographer.



Shutterbugs*cont. from page 4*

Hirtz's winning photo was of a cyclist using a bike lane in Cupertino, Santa Clara County to show the intermodal nature of California's transportation system.

Hirtz has been a member of the Headquarters photography team in Sacramento since 2000. Hirtz has operated a professional photography studio for 25 years in Lincoln, Placer County.

Entries in the Faces of Transportation Photography Contest were judged by National Geographic photographer, Jim Richardson. The cash winnings will be given to the photo units in Headquarters and District 4 to purchase photography equipment.



Headquarters photographer John Hirtz's award winning picture of a cyclist using Cupertino, Santa Clara captured the growing intermodal nature of California's transportation system.



Veteran Engineer to Head Mass Transportation Division

Debbie Mah has been named chief of the Division of Mass Transportation.

Mah, a professional engineer with 23 years experience with Caltrans, replaces Tom McDonnell, who retired.

As the Mass Transportation chief, Mah will direct a staff of 115 people and oversee a nearly \$10 million budget. Mass Transportation is responsible for overseeing federal transportation dollars earmarked for regional and local transit providers around the state and providing transportation resources to the disabled and farmworkers.

For the past three years, Mah has been in charge of the department's Traffic Congestion Relief Program office. The office is responsible for implementing the Governor's \$5.3 billion Traffic Congestion Relief Program.

Mah also has served as assistant program manager for Design and Local Programs in Sacramento.

Before moving to headquarters, Mah held a series of positions in District 7 including program manager for a number of joint projects between the district and local agencies.

Mah was program manager for the reconstruction of the Santa Monica Freeway, which was damaged in the 1994 Northridge earthquake.

Mah was chief of District 7's Office of Program Management, where she was responsible for directing and managing the seismic strengthening of more than 600 bridges in Los Angeles and Ventura counties.

Mah, a 1980 engineering graduate from UCLA, and her husband, Brent Felker, are expecting their first child in May.

Highway 50 Drivers Get Front Row Seat For Slide Removal Work

By Mark Dinger
District 3 Public Affairs Officer

Drivers enjoying the ride on California's oldest and longest scenic highway routinely see signs that warn "Watch for Falling Rocks".

On Friday, December 29 that was more than just a warning when winter rains brought down a steady stream of mud and rock along eastbound Highway 50 near Bridal Veil Falls, 16 miles east of Placerville.

Highway 50 is certainly prone to slide activity. In 1997, just seven miles away near Mill Creek, another winter rain storm brought down an entire mountainside, closing U.S. Highway 50 for nearly a month.

There would be no repeat in 2003. Placerville Maintenance personnel arrived on the scene quickly to close the right lane to traffic and move k-rail (concrete barriers) into place to protect passing motorists from a slow moving slide that eventually brought down more than 600 yards of loose material.

Caltrans Geologist Bill Webster was brought in to survey the scene. Webster, in geologic terms, explained what took place on Highway 50 near Bridal Veil Falls. "Excess pore water pressures built up in the soil voids and rock fractures



Construction crews work to stabilize the hillside along Highway 50.

during the significant rains received during the month of December triggered a debris slide of rock and soil on the unfavorable joint sets found within the meta-sedimentary rocks located at the site," said Webster.

According to Webster, the rock in the area has been mapped as Paleozoic Era (225 - 570 million years ago) meta-sedimentary

rock of the Calaveras Formation, which was accreted onto the current Sierra Nevada Range. To the layman, meta-sedimentary rock can also be described as metamorphosed sandstone, mudstone or siltstone that has undergone extreme heat and/or pressure.

Webster was also called upon to assess the potential for another slide and just days later, based on his recommendations; an emergency contract was issued to stabilize the slope. Crews from Doug Veerkamp General Engineering of Placerville and Viking Construction of Sacramento were brought in to scale the remaining loose rock and soil off the slope, haul out the slide material and take steps to stabilize the slope.

Drivers on Highway 50 certainly caught a first-hand glimpse of this work as they watched workers rappel down a steep slope and use pry bar and shovels to dislodge loose rocks and dirt.

When that work was completed, the slope was hydro-seeded with native vegetation. Work was completed January 31. Resident engineer Pete Spector estimated more than a 1,000 yards of material was eventually hauled away. Traffic delays on busy Highway 50 were kept at a minimum.

Retired Caltrans Engineer Endows College Scholarship

Leo Ferroni, an engineer who worked 37 years for the department, knows a good turn when he sees one and doesn't forget it.

Ferroni, who was given a chance to pursue a career in engineering thanks to a gamble taken by one man, has returned the favor by endowing the Oregon Institute of Technology in Klamath Falls, Ore. with a \$25,000 scholarship in the name of his professor, Jesse Crabtree.

"If it hadn't been for Jesse, my life would have turned out quite differently," said Ferroni, who freely admits he was not a good student in high school.

Over the years Ferroni, who lives in Klamath Falls, has kept in touch with Crabtree, who is still very active at 90 years old. The two were reunited at Oregon Tech recently for the formal announcement of the scholarship, which officially bears both their names.

The good turn by Crabtree led Ferroni to career with Caltrans

where he worked in the Bridge Department and the Transportation Laboratory.

Following high school in Klamath Falls, Ferroni began a career as an electrician, moving back and forth between jobs in Oregon and California.

"I broke my back on a job and decided that I did not have much of a future as an electrician or an auto mechanic so I thought I'd become a draftsman," Ferroni said.

He approached what is now Oregon Tech and encountered Crabtree.

"Jesse asked to see my high school transcript. I gave it to him and at first he smiled, then he laughed and finally said it wasn't much of a transcript and advised me not to show it to anybody,"

Scholarship

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Memorial Fund To Remember Jerry Russell

The California Transportation Foundation (CTF) has established a memorial fund in memory of longtime Caltrans engineer Gerald L. "Jerry" Russell.

Russell, who retired in 1990 worked more than 40 years for the department. He died in 2002.

The Jerry Russell fund will be incorporated into CTF's Worker Memorial and Assistance Program Endowment Fund, which supports employees, and their families who are in need of emergency financial assistance.

Support also is provided for the annual California Worker Memorial ceremonies where those who have given their lives as

state employees are remembered.

Contributions may be made in Jerry's memory by check made out to "CTF" and designated "in Memory of Jerry Russell." Checks can be mailed to CTF, P.O. Box 163453, Sacramento, CA 95816.

Jerry Russell started with the department in 1949 as a junior civil engineer in Los Angeles and over the next 41 years held a series of high profile positions in District 7 and Sacramento including state traffic engineer, deputy director for Project Development, chief of the Transportation Laboratory and chief of the Division of Construction from 1983 until his retirement.

Super Bowl

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Experience venue.

The NFL paid \$12,000 for the encroachment permit.

In addition to traffic management activities, District 11 maintenance crews at the request of the CHP were out in force helping to keep traffic flowing to and from the stadium on game day.

"The only down side for those of us who had to work is that you really couldn't watch the game," said Martinez. "We did keep one ear tuned to the radio to keep track of the game."

Martinez said that while the permit for the Super Bowl was more involved than most, the District 11 permit office has had its

share of mega events. The office has provided traffic management support for the 2002 Winter Olympics Torch Relay, the America's Cup, two World Series, two Super Bowls, rock concerts and political conventions.

"Our job all Super Bowl week was to make sure people could get to their jobs, students to school and visitors to the many recreational points like Sea World, the beach and Mission Bay safely and with as little delay as possible," said Martinez.

As the victorious Tampa Bay Bucs hoisted the Super Bowl trophy and thousands of fans headed home, a group of Caltrans traffic managers basked in the glow of victory for a job well done.

Scholarship

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Ferroni chuckled. "He decided, however, to let me in on a waiver. The deal was that I had to maintain a 2.0 grade point average or else I was out."

Ferroni excelled in the classroom and earned his degree.

Job opportunities led Ferroni to California and the department. Starting out as a draftsman in the Bridge Department, Ferroni soon tired of that work and jumped at the chance to go into the field. He worked on bridge construction projects around the state including the Highway 101 bypass of Santa Maria and

Atascadero in central California.

In the late 1970s, Ferroni moved over to the Transportation Laboratory where he became a recognized expert in concrete pavements.

Crabtree also had ties to the department, working occasional summers for Caltrans, including construction of the Randolph Collier Tunnel in Del Norte County in the early 1960s.

"Professor Crabtree saw some potential in me and encouraged me to work hard. He took the time to be a mentor for me. It's because of him that I had the career I did," Ferroni said.

Exams Schedule

The Caltrans Examination Office is providing the following examination for February:

Associate Personnel Analyst
Chief of Plant Operation II
Mechanical Engineering Technician II
Mechanical Engineering Technician III
Sheetfed Offset Press Operator III
Staff Services Manager I
Staff Services Manager II (Supervisor)

The following examinations allow for continuous filing:

Caltrans Electrical Technician
Caltrans Electrician I
Caltrans Electrician II
Caltrans Heavy Equipment Mechanic
Deputy Attorney, Caltrans
Deputy Attorney III & IV Caltrans
Senior Transportation Electrical Engineering (Supervisor)
Staff Services Management Auditor
Structural Design Technician I
Transportation Engineering Technician
Transportation Surveyor, Caltrans
Transportation Surveyor -Party Chief, Caltrans

The following examinations allow for continuous filing on the Internet:

Environmental Planner (Natural Science)
Senior Environmental Planner
Senior Right of Way Agent
Senior Transportation Engineer, Caltrans
Transportation Engineer (Civil)
Transportation Engineer (Electrical)

Visit the Caltrans website at www.dot.ca.gov/hq/jobs for open, promotional, CEA and MSDP examinations.

Caltrans Award Winners

The following Caltrans employees have earned Sustained Superior, Superior-Gold and Superior-Silver awards. The SSA is given to employees for superior job performance over a two year period, resulting in an exceptional contribution to the efficiency of state government. The superior award recognizes exceptional contributions to improving state government.

NAME	AWARD TYPE	OFFICE
Samuel Farrington	Sustained Superior Accomplishment - Gold	Division of Mass Transportation
Loren Turner	Sustained Superior Accomplishment - Gold	Division of New Technology & Research
Harold Hunt	Sustained Superior Accomplishment - Gold	Division of New Technology & Research
Randell Iwasaki	Sustained Superior Accomplishment - Gold	District 4 Director - Acting
Wesley Lum	Sustained Superior Accomplishment - Gold	Division of New Technology & Research
Juan Araya	Sustained Superior Accomplishment - Gold	Division of New Technology & Research
Coco Briseno	Sustained Superior Accomplishment - Gold	Division of New Technology & Research
Bruce Chapman	Sustained Superior Accomplishment - Gold	Division of New Technology & Research
Cathy Felkins	Sustained Superior Accomplishment - Gold	Division of New Technology & Research
Clifford Loveland	Sustained Superior Accomplishment - Gold	Division of New Technology & Research
Fred Coggan	Sustained Superior Accomplishment - Gold	Division of Engineering Services
Alex Estrella	Sustained Superior Accomplishment - Gold	District 11
Beth Landrum	Sustained Superior Accomplishment - Gold	District 11
Kevin B. Chan	Sustained Superior Accomplishment - Silver	Division of Construction
Ken Bayer	Sustained Superior Accomplishment - Silver	Division of Construction

Teamwork Pays Off In Storm

The rain came down in buckets. A torrent of water rushed beneath Pleasant Valley Road bridge near Vacaville in Solano County.

El Nino had arrived and the fast moving waters of Pleasant Creek began to wash away the approach to the bridge.

Situations like the one at Pleasant Valley Road in December are the worst nightmares for bridge engineers charged with maintaining structures on both the state highway and local systems.

"Our first and foremost responsibility is to protect public safety and that is why we work very closely with our city and county counterparts when storms strike to make sure if a potentially dangerous condition arises, swift and decisive action is taken," said Mike Nguyen, Caltrans Bridge Maintenance Engineer responsible for Solano County.

As Caltrans bridge crews were out inspecting the system during the December storm, Paul Wiese of the Solano County Department of Public Works was alerted to the worsening situation at Pleasant Valley Road and took action to close the bridge to

traffic. His actions were consistent with those taken by Caltrans bridge crews whenever a natural event has compromised the structural integrity of a bridge.

"We meet regularly with the cities and counties and go over procedures and what to do when situations arise," said Nguyen. "The result is that we have additional pairs of eyes keeping track of what's happening so we can respond quickly."

In addition to maintaining all 13,000 state highway bridges, Caltrans is responsible for inspecting local bridges in all jurisdictions except the city of Los Angeles and Solano County.

The three-span Pleasant Valley Road bridge, which had been built in 1947, had undergone its annual inspection and was found to be in good condition.

The rains turned the normally placid creek into a raging torrent and eroded the abutment, leaving one of the wing walls hanging in the air.

"Thanks to Paul's quick action, the bridge was closed to traffic until the necessary repairs could be made," said Nguyen.

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